WILMINGTON JOURNAL.

Monday, January 1, 1849.

AGENCY .- JAMES M. REDMOND, Post master at Tirboro', is Agent for this paper, for Edgecombe and he adjoining Counties. Mr. R will take pleasure in reelving new subscribers and receipting for any moneys due us in that section.

MR. JOSTAN JOHNSON, Post-master at Clinton, t Dr. J. B. SEAVY is our authoriz d agent, and will receipt for any moneys due us in his neighborhood; he will also receive new subscribers to the Journal, and

From the North Carolina Standard.

PLANK ROADS-THEIR COST, &c. ders, and be so disposed as to increase the projectors.

soundest patriotism, and evidently the fruit of much deliberation and research, calling upon the people to awaken to a sense of their true 2d, 14.080 " 4x4 " sills, position, and suggesting various schemes for remedying an evil thus universally felt and acknowledged. But while the whole people of the State, regardless of former and recent political distinctions, are thus eager to embrace any scheme whose tendency will be to arrest these threatening misfortunes, it is upon the Legislature that the responsibility more particularly rests, for timely, immediate, and sufficient action. In the absence of any large amount of private capital, the assistance of the rable anspics, would cost at present an aver-State is absolutely necessary to the success of any general scheme for Internal Improvement as the cost of the two is concerned, a Plank wego by way of the Lake has gone over this should be more particularly given, for the State being a Stockholder in the Wilmington Road, to the amount of \$600,000, besides being responsible on the bonds of the Company January, 1849, is as much interested as any of these instalments, and they have consequently been paid by the Public Treasurer, out of the funds of the State. Besides this, which is said to be worth \$1,500,000, but cost her \$800,000, making, however, the sum of Roads. It being admitted (and there seems to be no question of it.) that this large amount of the public monies is in imminent peril, the question will arise—and it is submitted with entire deference to the members of the Legis lature—are we to sit idly by and witness the loss without an effort? And by prudent legislation not only save this money to the people, but to save the people themselves, who as stockholders in the Roads, planters in the and citizens in the communities which they benefit or have called into existence, are also deeply and vitally interested.

The answer to this question may involve the propriety of relinquishing the claim of the State to the stock she now owns in the Wilmington Road; which might properly be done on condition of the same amount being taken by the Company in the Manchester Road; or its transfer over to them, and it will involve the propriety of making still further approof at the present session.

We are aware that there are many who shrink from the responsibility, but we believe and teams more travelled over than that leadthat as fast as public opinion becomes known, The plank used in making the bridge over the advent of Mr. Greely, of the New York Tri- \$500,000, has no fixed day for its liquidation, and better counsels prevail, their number is as Charles River on that Road is of the soft pine, bune, in Congress, seems likely to produce but its redeemable "at such time after the lf it be possible to render them profitable to rapidly diminished. To the few who will reand as we understand, usually lasts four years. some wholesome reforms In his paper of first day of January 1860, as the Legislature the State, as a proprietor, while they thus prothe State, we can have but little to say. If no considerations of public policy or the good of individual communities, grounded upon suggestions of unquestionable authority, can influence some legislators to depart from the narrow policy which their fears, more than tire community, the most thriving, energetic, tion, one hundred miles would cost \$175,000. dollars each. The table foots up as follows: been decided at what period or periods these the country farther West than Salisbury—thus day for Friday next. once secure as far as now possible the inter- anticipated from the final result. ests of the State, and the communities con- Speed, Draught, &c .- On the Post Stanley

our means and ability be owned a very proper prejudice, against the on, usually haul two tons, 40 cwt. at a load. people of North Carolina to push the Wil-mington Road to bankruptcy, and hence the one who has travelled in Canada, will rememsuggestion as to the proper disposition to be ber is similar to that of a solidly beaten snow made of the stock now held by the State in track. Perhaps there is no more pleasant Gaston Road there is necessity for aid and as- approach the City of Montreal. sistance from the Legislature. There now remains to be considered the form in which that Canada, has the credit of being the first to inassistance would be most safe, available, e- troduce the Plank Road into use in America. conomical, and beneficial. We assume that The first Plank Road was built in Canada, there are few who are disposed to let matters under his direction, some nine years ago .take their own course, but there are indeed. Since when the Canadians have become so though few, some who are disposed to fold

provide that abundant source of profit and rev- fully satisfied of the very great advantages enue which was anticipated, and the embar- both derived by the farming and commercial is the consequence, have had the very natural of roadmaking among them, that they have effect of prejudicing the minds of the people gone more extensively into this system of To the Senate of North Carolina Mr. EDITOR-If we are at liberty to judge and requiring materials not furnished by our Plank Road in Canada, of between 400 and rectors of the Literary Fund, transmitted to the of public opinion by the universal testimony own markets; but will be calculated, even in | 500 miles. of all with whom we converse, there is noth- its incipiency, to foster and encourage our In the State of New York, the first Plank "the amount of stock held by the State in the ing which excites more interest and regret a own industry-to make available the very pe- Road Company was chartered in 1844, since Wilmington & Raleigh Railroad Company," mong the intelligent citizens of North Caroli- culiarities of our own soil, and in which, when, applications for similar charters in- is 6,000 shares of uncertain value, cost \$600,na, at the present moment, than the want of w thout the exercise of more ingenuity and creased so rapidly, that it was found expedi- 000. proper facilities on the part of her inhabitants skill than is usually displayed in our common ent to pass a general law, for the incorpora--particularly those residing in the western and every day use, upon all our plantations, tion of Plank Roads without special enactment. part of the State-for reaching the seaboard. and as will presently be shown, at one-eighth There are now in use or in progress, between We hear daily repeated the cry, which, for the cost of a Railroad, will satisfactorily and 600 and 700 miles of Plank Road. We ask the number of sufferers, and the visible evils practically place within reach the attainment the reader's attention to the following article of its influence, has been for years gathering of the same great purposes. Such a scheme from the Utica Herald, which will give a stateforce and importance, that the planters of the would doubtless unite men of all opinions; ment of the condition and prospect of those in west have no outlet for their large and accu- and such a plan we apprehend to be the plan | the neighborhood of that City : mula ing products, but within a great distance, proposed in some one of the papers by the and, that the only avenues open to them lead construction of a Road made of timber and this section are now reaping the benefit of the directly out of the State, and are yearly car- pine planks, from Fayetteville to the valley plank roads which have been constructed durying off that wealth which should properly of the Yadkin, if the necessary aid will be ring the past year. For the past week the be encouraged to remain within our own bor- granted by the Legislature to the enterprising weather has been rainy, and travelling on the

riches and the number of our own citizens .- Before proceeding to discuss the advantages structed by the mud, but on the plank roads If, in addition to this, we may rely upon the which such a road offers to capitalists and oth- the passage is as smooth and rapid as in midstatements made in the public prints, an occa- ers for the investment of money, or the facili- summer. We have now extending from this people are not speedily employed in maturing ricultural wealth of the country thro' which extending to Boonville, on the north, a dissome practicable scheme for Internal Improve- it is to pass, with the natural advantages pre- tance of thirty-two miles; one to Bridgewament, these grievances and inconveniences sented for its location in that direction, by a ter, about 20 miles to the south, and soon to will be greatly increased by new arteries of ridge of high land running between the head- be extended 20 miles farther; another to Wacommunication, leading from Virginia and waters of the Rock Fish Creek and Lumber terville, 20 miles south-west, and to be extend-South Carolina, which will, in the end, not River, on the one hand, and the two Little ed 15 miles more to Hamilton, and the fourth only divert in the direction of the seaport Rivers on the other, and particularly adapted extended west-ward to Rome, 16 miles, and towns of those States the larger portion of our for the purpose, it may be well to inform the forming by junction with others at Rome an Western trade, but will indefinitely postpone reader of certain estimates kindly furnished us uninterrupted plank road communication with and 7, no part of the principal debt has been the hopes of all our people in the establish- by a scientific gentleman from Fayetteville, the northern parts of Oneida and Lewis coun- discharged. But by acts of the General Asment of a place of export of our own, identi- touching the durability and cost of these ties, and Lake Ontario and Salmon river in sembly, passed at the two last sessions, other fied with us in feelings, interests and position. Roads, to which we request special attention, Oswego county. There are also several di- bonds of like amounts, payable on the 1st of So generally, indeed, is the existence of this being persuaded that they must convince eve- rect and lateral extensions of this line now in January in 1849-50, and 51, respectively, danger known, and so widely appreciated the ry intelligent mind that Plank Roads are the progress and in contemplation which, when have been substituted in their stead. The necessity for prompt and vigorous action, that most practicable form of Internal Improvement completed, will link the extreme Northern Company has regularly paid the interest on there is scarcely a newspaper published in the in our State, as they are also best adapted to with the extreme Southern counties of the these bonds, both those held by the State and State which does not now contain in each of the present business wants of our people:

its numbers, communications, dictated by the Estimated cost of one mile of single Plank Road, Eight Feet Wide 1100 lb. iron spikes, a 6c., th. Grading, laying, &c., . Toll-gates, toll-houses. &c., . Survey location, maps, plans, &c., Earth work, such as extra hewing, cutting, embankments, sluices, bridges, vary with the nature of the country, and are not so readily estimated with accuracy, but from what is known of the proposed route, we 8th. Builder's profits at 20 per cent.,

> One mile of Plank Road, Now, a Railroad built under the most favoage of 9 to \$12,000 per mile. So that as far ry large proportion of the travel reaching Ospose now to examine the

Durability of Plank Roads.-This depends in a great measure, of course, upon the amount for \$300,000 more, payable in six annual in- of travel. One efficient means of protecting stalments of \$50,000 each; beginning on the the plank against the wear by abrasion is the 1st of January, 1842, and ending on the 1st of covering them with an inch or two of sand or earth, the grit of which combined with the exother element of the commonwealth. The crement of the animals and the fibres of the Company, it is known, have not been able, e- wood, protects the planks from the corks of cription of Judge Battle at the present Session ven with all the advantages of an intelligent the horses shoes and the bruises of the wheels, of the Legislature by his own political party Directory and able President, to meet but one and forms a hard coating of grit, fibre, &c., of —and that party has acquired an additional three-fourths of an inch to an inch in thick- claim to be styled the Party of proscription .ness, which it is difficult for either cork or Judge Battle had been appointed by Governor wheel to disturb. Mr. Gzowski, late chief Graham to fill the vacancy on the Supreme the State is the owner of the Gaston Road, engineer on the principal Plank Road in Can- Court Bench created by the death of Judge ada, from practical observation calculated the Daniel, and had filled the station some months, wear by abrasion at the rate of one-fourth of and no one pretended to deny that he was emmore than a million and a half which the State an inch to an inch in two years, and as plank-inently qualified, both by his incorruptible inhas actually invested in cash in these two ing will not break through until one and a half tegrity and his legal attainments—and yet the to two inches of the surface is worn away, it Whig Party with full power and in a majority follows from this that the duration of the plank refuse to confirm the appointment of their own will be eight years. This calculation is based Governor, and thus add (from their own rank) upon the supposition that the plank used is of another to the catalogue of the Proscribed .to the report of the Salina Company in New Now it could not have been expected-Judge York, plank from three to four inches in thick- Battle did not expect the Democrats to vote for ness will wear from seven to twelve years .- him. Judge Strange who is a lawyer of the The wear and tear of the first year is said to highest merit and a gentleman of unblemished counties which they traverse, or merchants be equal to that of the seven succeeding years, honesty and dignity was his opponent, and he

now being made are but partial. Perhaps there the most prosc iptive act of the day. is no road in the country by heavy vehicles ing into the City of Boston, from the East .-

it would probably last twice as long. their judgment, has marked out; if the loss of gineer, \$1,500 may be taken as the fair aver- over the actual number of miles by post route, Government, to ascertain what snm will be by Salisbury to Charlotte, with provisions for and ordered to be printed. more than a million and a half of public mo- age cost per mile; but allowing \$250 more per (Mr. G. giving the exact distance of each mem- necessary for its discharge. This inquiry connecting with lateral Roads, from Raleigh ney-the utter ruin of two valuable lines of mile, which would we imagine, be fully suffi- ber's residence from Washington,) amounts to therofore, is respectfully returned, to the end, to Goldsboro', and from some place East of communication—the prostration of business— cient to cover all possible contingencies, and the sum of \$62,105. The excess of three in- that a basis may be furnished by the Senate, the Yadkin to Fayetteville, or other point on the bankruptcy of individuals, and of an en- assuming \$1750 to be the basis of calcula- dividuals alone is put down at over a thousand for the estimates required. After it shall have Cape Fear River, and with Turnpikes from and prosperous in the State; and the retro. The interest of this sum, if at six per cent, Number of extra miles charged by gradation of the State of North Carolina, even would be \$10,500. Suppose the contemplanow far outstripped in the race of progress; if ted Road between Fayetteville and the Yadkin, Number of extra miles charged by ail these cannot prevail upon some minds to both in operation, it may be safely calculated, adopt a course of policy recommended by its that fifteen wagons per day, would pass on it necessity and essential bearing upon all our the first year, which would be 4,698 per aninterests, and now unanimously called for by num. The toll on the Salina Road is ten cts. the press and the people; surely the feeble per mile for two horse wagons estimated to Extra mileage of the Senate, voice of individuals cannot hope to meet with carry 40 cwt. Upon our roads from four to better success. But from those enlightened six horses are usually employed. But taking minds whose liberal views may be anticipated the minimum four horses carrying 80 cwt., to exert an important influence in the present which they can easily do, the toll at 3 cents rate of travel was about 40 miles per day, at Legislature—as well from their number as per mile, would produce an interest the first a cost of ten cents per mile; whereas the aversomething different may be expected. They fair to presume that in five years the travel will doubtless weigh well the grounds of a would be fourfold, long before the road would decision so full of importance to the present need repair, it would pay for its own erection. and future interests of their constituents, and We have shown these calculations to many being impressed with the necessity for imme- intelligent and practical persons in our reach,

vel at the rate of eight miles an hour with We think there is a prejudice, and it must perfect ease; and two horses in a lumber wag-

their arms in sullen inactivity rather than appropriate one cent for Internal Improvements.

This, we apprehend, would be to carry a good principle too far. The failure of the roads to \$1,500 per mile.

rassment in the finances of the State, which interests from the introduction of that species plished the same great objects, at less cost and don to Brantford 27 miles, London to Chatham loan contracted to repair the loss to the Road with equal certainty, a plan to retrieve the er- 67 miles, Chatham to Sandwich 60 miles, last named, from a destructive fire, since it rors of the past, and to afford an earnest of the Chatham to Amhertsburg 18 miles, London to has been the property of the State, and the spirit of economy and reform in which it will Port Goodrich 75, thence more radiating from suits pending for the State's indemnity against date its origin, will begin, not by calling upon Toronto, one at Mockville, one or two at the Stockholders and bondsmen of the latter the State for a lavish outlay, for the benefit, Montreal and Chambly, one at Quebec, and in Company. I have to report as follows :

Success of Plank Roads. The people of ordinary roads has become considerably ob-State, and open an easy and rapid communicaeration in this State are doing a prosperous tant day, in lieu of those just mentioned. and profitable business. The roads in this | 2. In my message heretofore transmitted 100 00 section are all reaping a rich harvest of toll. 100 00 We mentioned a few days ago that the Rome suretyship for the Raleigh & Gaston Railroad and Oswego road had divided 6 per cent. on Company, the State is responsible for the sum the profits of the last 6 months. We learn of \$500,000, on which the interest is to be that, after paying this large dividend, one- paid semi-annually, and the principal at such 200 00 third of the tolls have been invested as a sink- time after the 1st day of January, 1860, as the capital stock. The entire cost of the road was \$30,000 each, on the 1st day of January in about \$85,000. Since its construction, a ve- each year, from the present time until 1854. Wisconsin paper, that the receipts for tolls on uary next, are stated thus : hundred dollars a day, and it is yet completed CAPE FEAR.

only about 12 miles. PROSCRIPTION. The worst instance of improper and unjust proscription, that has ever occurred within the borders of North Carolina, has been the prospine or other soft wood; oak will of course last | Wearied perhaps of feasting upon their foes, from twenty to fifty per cent. longer. According they turn to their own lines to select a victim. owing to the absence of the coating of sand had been most ruthlessly proscribed from his and excrement which accumulates thereafter. place as solicitor (which he filled with con-The citizens of Wilmington have an op- summate ability,) but two years before, by portunity of ascertaining the probable dura- this self-same Whig Party-and had more-

N. C. Democrat.

Representatives, Senators.

Total extra miles, Extra mileage of the House,

Total extra mileage.

says :- "Some of our citizens have doubtless hundred. The whole cost of it was a thou- convenience.

sand francs.

Pacific Line of Steamers. - The California. ma, after a passage of 26 days. She is expected to leave Panama on the first regular trip up the coast of the 5th of January.

Man naturally thinks little. Thinking is erty an art which he learns like all others, and even with greater difficulty.

MESSAGE FROM HIS EXCELLENCY. THE GOVERNOR.

RELATIVE TO THE STATE'S RAILROAD LIABILIagainst Railroads, as a costly and intricate sys- roadmaking than any kingdom or republic on In compliance with a series of Resolutions tem, unsuited to the sparseness of our popula-tion and the present limits of our revenue; but Roads, are located in Canada West. Among cerning the State's liabilities, on account of we apprehend that if it could be demonstrated them are the following, either made, or in the Wilmington & Raleigh and Raleigh & ery against the defendants; and if so, how far why they were not adopted. If he looks The petitions asking it were signed by 700 that by a work of a similar character, but far progress: From Port Stanley to London 26 Gaston Railroad Companies, and the payments tutherized to receipt for any moneys due this establilis. that by a work of a similar character, but iai progress: From Fort Sampson. Mr. Johnson will also cheaper in construction, there will be accom- miles, Hamilton to Port Dover 26 miles, Lon- from the Treasury on the same, as well as the Road

> principally, of persons resident in other States, other places; making an aggregate length of 1. From the Report of the President and Di-Legislature on the 30th ult., it appears that

> > In my message to the last General Assem-

bly, transmitted on the 17th of December, 1846, the State's responsibility for this Company is stated thus: "For the Wilmington & Raleigh Railroad Company the State became surety by the act of 1840 for the sum of \$300,000, payable in six annual instalments of \$50,000 each, beginning on the 1st of January, 1842, and ending the 1st of January, 1847. The first of these instalments was paid by the Company. The second falling due the 1st January, 1843, while the General Assembly was in session, and being apprised that the Company was unable to discharge it, they directed the Literary Board the bonds, which constituted the evidence of no provision was made in the event of its falling on the State, which contingency happening, it was taken up by the Treasurer with the public funds, and that set of Bonds is now held by the Treasury." Of the remaining instalments becoming due in 1845 6, individuals, and on all its other debts, and has tion between sections which have hitherto en- now an application before the Legislature for ioved but little intercourse with each other .- a continuance to it of the State's credit, by an All the plank roads that have been put in op- endorsement of bonds payable at a more dis-

you were informed that on account of her

The amounts heretofore paid for this Company, as furnished from the Treasury, and And in the present emergency that assistance Road is by far entitled to preference. We pro-

Kaleigh o	Gaston Kattroad	Company.	
As of 1843	Principal.	Interest	
January 1st,		\$19,970	
July		23,310	
1844			
January 1st		23,085	
July		24,009	
1845			
January	\$30,000	23,346	
July	18	22, 83	5
1846			
January	30,000	23,310	
July	200,000	21,765	
1847	M.		
January	30,000	21,609	
July		20,709	
1848			
January	30,000	21,237	
July		19,449	
	\$120,000	\$263,982	5
		120,000	

Total paid, Due 1st of January, 1849 : Principal. Interest. \$30,000 \$19,995 30,000 \$49,995

The resolutions also request a statement "of

near the railroad, on which all the produce friends for their confidence and support. But have to pay, as a stockholder and security for ling, which is probably not equal so far as our pay his full value to the owner—the money transported on the Wilmington road, consist- the Whigs have no excuse-without cause the said Ralroad Companies" specifying the own citizens are concerned, to the diminution ing of barrels of Turpentine, bags of Cotton, they have turned a pure and upright man out time said debts become due, and the interest and other heavy articles of merch indize is of an office, whose duties he was faithfully likely to accrue thereon. With perfect deferconstantly passing. This way, as we under- discharging-and this they have done in a ence to so enlightened an assembly, this is an stand, is now being repaired after the lapse of mere spirit of Proscription. Let them then enquiry, which the Senate itself, and it alone nearly three years The timber used is but no more accuse others of proscribing—the is competent to answer. It is stated in the back to the old modes of conveyance, that the time, was read a third time and passed. a question which should be met and disposed and has been so change will be equal to the imposition upon frequently reiterated in our public documents, as to have become a matter of general notoriety, that by far the largest part of the Rail-18,602 prepare the statement desired, if requested.

77,632 all, that the longer the final day of payment delay. \$47,223 80 is deferred, the greater will be the amount 14,881 40 needed to effect it. It is necessary therefore,

vent its destruction.

execution will ascertain his ability to pay - and causing the wilderness to blossom as the during that period, appropriated for the erec-The public interests, meanwhile, are in the rose." hands of able counsel, who will doubtless do If the present Legislature shall confer on County Courts shall during that period have them justice.

sion has arrived, when, if the energies of our ty of its construction, the fertility and vast agpart of the funds of the Board. But for the to be upheld by enlarged and patriotic views our present Railroad property, either by the Yeas 91, Nays 11. instalment payable the 1st of January, 1844, of our duty, and manly and energetic action plans I have suggested, or others, they will have ted. They are carrying on husiness, from will be borne cheerfully and thankfully. which one receives an income of about \$325,-000, and the other about \$60,000, per year But from inferiority of the superstructure of both, with these large incomes, they afford no profits on the capital, but consume the whole in repairs. Without the aid of some Legislation, tending to better their condition, this will not only continue to be the case, but it will probably become worse. The question is then distinctly presented, whether an effort shall be made to place these Roads in a more favorable situation, so as to enable them to relieve the jects before the General Assembly now in ses- Guardians and Wards, and recommended its Treasury from the burdens they have brought sion, for the construction of Rail Roads, Plank passage. Read first time, and on motion of upon it, either by the measures already sug- Roads, Turnpike Roads, the improvement of Mr Rogers, ordered to be printed. gested by the Executive, or by others, which Rivers, and the erection of a Lunatic Asylum, your wisdom may devise; or whether they which, if carried out, would involve the State structing the Finance committee to enquire until other and rival works shall be brought come necessary to increase the taxes on the retailers of ardent spirits. Adopted. into operation by other States, to their injury people, for the purpose of meeting the liabiliant to the total loss by North Carolina of all ties of the State, already existing for similar tates in the hands of Executors and Adminis-240 56 ing fund, thus making the earnings of the road during the last year about 9 per cent. on its sum of \$166,500, falling due in instalments of all capital stock. The entire cost of the road was we do not go forward in the career of improve- the lights that may be derived from the exment, we must go backward, and incur the perience of our piedecessors: hazard not only of losing, irrecoverably, this | Therefore Resolved, That the Public Treaslarge amount in money, but even the use of these Roads entirely. The latter would be a Assembly, now in session, with a statement ed by the resignation of the Hon. Wm. H. the Chicago plank road already amount to one Payments of Principal and Interest, on acted until after its occurrence. These works, (including the drainage of the Swamp Lands,) of the Court, being the unexpired time for the court, being the unexpi count of Endorsements by the State for the though profitless as stock, have yet given ad- from the year 1817 up to 1848, with their which Judge Battle was appointed by the

which they traverse, of which they would not from these works. willingly be deprived. Before the construction | After a brief debate between Messrs. Berry of the Raleigh & Gaston Railroad, the freight and Petterson, the following amendment, ofon a bushel of wheat between the county of fered by the latter gentleman, was adopted : Granville and Petersburg, was 45 cts; it is now "And that the Public Treasurer be authorised 15 cts. On Tobacco, per hundred weight, it was to employ such assistance as may be necessa-\$1; it is now 45 cts. On a sack of salt, it was ry to enable him to furnish the foregoing in- and as a number of members were absent on price has been reduced from \$4 to \$4 50, down | sion; and that he pay for the same out of the | tance was transacted. to \$2 40 to \$2 60, from the increased supply Public Treasury such compensation as may furnished the country by the road. And in be just and proper: Provided, the information | Court Judge, to fill Judge Battle's unexpired like proportion has been the reduction on oth- desired, can, in his opinion, be obtained before term. Judge Pearson received an almost unaner articles. Even these rates are much higher the close of the session. than those on the roads of Massachusetts, N | The Preamble and Resolution, with the a-York, and other States, and might be greatly mendment, were then adopted. reduced if the track were in good repair, so as Mr. Halsey presented a bill to amend the to admit a quick passage for heavy trains. I 4th sec. of the 10th chap, of the Rev. Statutes, state these particulars as to freight on leading in relation Bail, which was read and referred articles, for the purpose of showing, that at to the Judiciary committee. 0 a low estime, the prices of transportation by means of this road, have been lowered one-\$383,982 50 | this way, the sum of \$30,000 annually; that | commended its passage. Lies over. heing about the amount of freights received. Wilmington road, but by a similar calculation, mended its passage. Lies over. which is believed to be fair, it effected a saving on freights during the last year, of about \$50,on transportation; but in our contemplations Read the first time, and referred to the comof this subject, we must bear in mind, that if mittee on Propositions and Grievances. these Railroads shall cease to operate, and the The bill to amend the act passed in 1846 people in their neighborhood shall be driven -47, in relation to the inspection of Turpen-

Dollars, per year. Such is the inducement to sustain these Roads, even though unproductive as stocks. If the Southern pine were used, even with the Friday he exposes the much needed revision shall appoint;" until therefore your honora- mote the interest of the citizen, in their region enormous wear and tear, necessary for the vast of the mileage law, and publishes a list of the ble body shall determine the time for the pay- of country, it is surely a consummation most number of heavily laden teams which use it, members' names, with the amount of mileage ment of this debt and follow up this determi- devoutly to be wished. And if this can be each receives. The present law allows \$8 nation by such measures of Revenue and Fi- accomplished, as I have endeavored to demon-Profits of Plank Road .- We have seen that for every 20 miles each way "by the usually nance, as will render it effectual, it is manifest- strate, by extending a new Railroad through according to the estimates of a competent En- travelled route," and thus the excess charged by impossible for any other department of the the very heart of our territory, from Raleigh public liabilities shall be extinguished, and forming a bond of union between all sections means shall have been provided equal to the of the State, and giving to the people who sent to the House of Commons, proposing that great variety of black and colored, figured and plain end in view, the Executive will cheerfully now labor under the greatest embarrassments, all the facilities of Rail Road transportation-In the mean time, it is perfectly obvious to we have every motive to undertake it without ate then adjourned.

And although the objection may at first view appear feasible, that in the present state of the Fayetteville and Western Plank Road Comto address the attention of the Legislature to our Finances, no new liability should be in- pany; which was read and ordered to be prin-\$62,105 20 this important subject with earnestness, and curred, yet it vanishes at once, when we con- ted. When these rates were fixed the average without delay. For if it was an error of sider the great objects to be attained. Econ- Mr. Nichols a bill to amend the 31 section DeLaines. Together with a large stock of French, judgment in our predecessors to contract these omy is a cardinal virtue, in States or indivi- of the 86th chapter of the Revised Statutes, English, German, and American Cloths, and Casliabilities, it will be even worse than that in duals, but parsimony is as often mischievous concerning patrols. from the weight of their personal character year of 8 per cent on \$1,400 85. It being age now is at least 100 miles, at a cost of not us, to suffer the public faith to be tarnished as prodigality. One of the best modes of enby repudiation, or the debt to be magnified by suring the payment of deb's and of rendering diciary committee to inquire into the expedi- Goods will be sold at New York cost, for cash, TURPENTINE.—The Savannah Georgian an unnecessary accumulation of interest, in the operation easy to the debtor, is to increase ency of authorizing Judges of the Superior consequence of any failure to meet them, as his ability to pay. Every work of improve- Court appointed to hold special terr already known that a company of planters in becomes the character and interest of the ment, judiciously located and constructed, has and determine causes in Equity. Liberty county, have gone quite extensively State. An intelligent people, whilst they the immediate effect, by lowering transporta- Mr. T. S. D. McDowell a resolution instrucdiate action, they will proceed at once to adopt that scheme which, in their judgment, will at once secure as far as now possible the interny, that their prospects are now very flatter- haps even a deeper interest to the General there for consumption. Give to your farmer ers of spirituous liquors. ing. They have lately procured from New Assembly, for measures which shall at once then, the facility to get 25 cents more on evecerned, and be also best adapted to the nature and London Road, Canada west, two horse York, and put in active operation, a still for sustain the public credit, gradually diminish ry bushel of wheat, corn or potatoes, that he the committee on Education to inquire into of our physical circumstances, and extent of light wagons, with five to six passengers, trathe distillation of the spirits. The still weighs our debt, and so improve their condition, as may raise for sale, and to carry off hundreds the expediency of allowing the proceeds of all over two thousand pounds, the copper kettle weighing nine hundred, and the worm twelve of the Treasury with the least burden or insame time to save only one dollar on every Mr Coffield a bill to exempt the officers and investment of another dollar of the public mo- And on the London and Bradford Road, two sand dollars. We wish them all success, in 3. The authority under which the Raleigh sack of salt that he uses, and so on the other soldiers of the North Carolina Volunteers ney in Railroads. There is also we fancy an indisposition on the part of the legislators and people of North Carolina to push the Wil
The motion over these roads, any sand dollars. We wish them all success, in an enterprise which will be most important in the final success, in an enterprise which will be most important in the final success, in an enterprise which will be most important in the final success, in an enterprise which will be most important in the final success, in an enterprise which will be most important in able him, even by the most rigorous modes of the fire in February last, and structing the committee on the Judiciary to structing the committee of the first the Mills and dollars. We wish them all success, in and structing the carry structing the committee of the first the Mills and dollars. We wish them all success, in the first the Mills and dollars. We wish them all success, in the Mills and dollars. We wish them all success, in the Mills and dollars. We wish them all success, in the Mills and dollars. We wish them all success, in the Mills and the Mills an to save the Road from total ruin, is so plainly due time, and without inconvenience. Con- consider the propriety of some expression by 05-The Washington Union states that as a set forth in my former message, that I am at vince him that these facilities may be had at a the Legislature as to the law on the right of guarantee that they will construct the Panama some loss how to construe the inquiry prothat Company. We have also endeavored to Road to the traveller in the world, than that Railroad within a given period, Aspinwall & pounded on that subject. Presuming that it cerned, for no more than the increased price in which they reside for Governor, President, street, where connect Likenesses of adults or show that for the preservation of the other or by which for some forty miles of plank, you Co. have deposited with the Government of may be intended as a call for the proceedings which he would obtain on the crop of a sin- &c. New Grenada the sum of six hundred thou- of the Governor and Council in the matter re- gle year,) and that one great cause why he is Mr Paine, from the Judiciary committee, ferred to, I send herewith a printed copy of my message to that body, and of their resolu
States, and than he himself was in former the County Court of New Hanover. tion in response thereto, marked A. The con- years, is that men engaged in precisely similar Also, the bill providing for taking deposihad reached Rio Janeiro on her way to Panama, after a passage of 26 days. She is ex-1st. Whether a power to sell absolutely includes a power to make a conditional sale to plies from thence, for a fourth or a tenth of the 49th Chapter of the Revised Statutes.—

to take care of the public property, and pre- neighbor who uses the invention of the Gin Mr Ballard made a few remarks in favor of so neither can the wagon and team over dis- the bill. On motion it was made the order of 4. The amount, which may be realized from tant and ruinous roads, bear any comparison the day for to-morrow at 4 o'clock. the suits now pending at the instance of the in cheapness and despatch, with steam car- Mr Courts from the committee on Proposi-State, against the Stockholders and bondsmen, riage on land or water; and if it be at all pracof the Raleigh and Gaston Railroad Company, ticable, within the compass of our means, he on the bill to establish a new County by the will depend, in the first place, upon the deci- will not only sanction measures for the provi- name of Wilson. sion of the Court in favor of the State's recov- sion of such facilities here, but will demand such recovery shall extend; and in the second, abroad to other States, Massachusetts, New citizens. He thought the bill ought to pass. on the ability of the parties to satisfy such re- York or Georgia. for example, he will find Mr Courts opposed it. The people who coveries, if obtained. My argument in favor that they had as great distance, and as diffi- asked for this new County, suffered no real of her legal right to recover both the princi- cult obstructions to overcome in the construc- grievance. pal and interest, which she has paid or shall tion of their public works, as any which lie Mr Stanly wanted to know how the mempay, to the amount of stock held or bond giv- in our way. But with a sagacious and intre- bers from the counties out of which this was en by each defendant, will be found in my pid statesmanship, they looked through the to be erected, were affected towards it. message to the last General Assembly among primitive and disadvantageous condition of The Chair announced that the hour had aryour records, and I can add nothing new on their country then, to what it would be in its rived for taking up the special order, being that point. Some of these parties since their present improved state; calculated the cost of the bill to establish an Insane Assylum, the obligations were contracted, have become in- their works, and their value when completed; question being on the amendment proposed solvent; but how many, I have no means of borrowed money for the purpose on cheap yesterday by Mr Steele. judging other than those which are open to terms and long credits; expended it judicious- Mr Dobbin offered the following amendmen the general observation of the community .- | ly and economically, always sustaining their as a substitute for the 5th section: If therefore these suits shall not be compromi- credit by punctuality to their engagements; That a tax of one and three-fourths of a sed as recommended by me heretofore, but shall and the result has been as a monied operation cent shall be levied on every hundred dollars be prosecuted to Judgment, the Judiciary on- merely, that their cost is likely to be borne worth of land, and five and a quarter of a cent ly can determine, how much shall be recover- and paid off in due time, by the works them- shall be levied on every taxable poll for the ed, against each person concerned in the great selves, whilst they have renewed the face of space of four years, and that the proceeds a multitude of defendants, and the process of the country, "making glad its waste places, rising from said taxation shall be annually

their constituents similar advantages, by the authority to make a proportionate reduction of 5. The Resolutions are accompanied by a adoption of similar means, and thus place their poor tax in their respective counties. preamble, indicating that the information them on an equality with the people of these sought by them, is desired in connection with States, whom they must meet as competitors very eloquent and pathetic speech in favor of the plans of Internal Improvement, which I in the markets of the world; or even if they the bill. have heretofore recommended for your adop. shall put the 400,000 people of the interior on tion; and therefore suggest a few thoughts, as an equal footing with those on the navigable Nays 9. to our proper policy in that respect, which I waters of Roanoke and Cape Fear, and along it is perfectly manifest, that in the present cri- the State has conferred her patronage hereto- was agreed to. in carrying them into effect; while a faltering entitled themselves to the lasting gratitude of tiful and appropriate remarks, and moved to or contracted policy will precipitate us into the people, and will enable them to mount up, suspend the rules, and put the bill on its third bankruptcy and dishonor We have now two "as on Eagles' wings," to a prosperity un reading; which was agreed to, and the bill Railroads, for which the State has made, and known in our past annals; and in which any passed its third and last reading, by a vote of is making, the large expenditures already sta- expense properly attached to the undertaking, 91 to 9.

WILL, A. GRAHAM. EXECUTIVE DEPARTMENT, Dec 23, 1848.

N. C. LEGISLATURE

FRIDAY, Dec. 22. SENATE.

Mr. Berry offered the following Preamble and Resolution

shall continue in their present imperfect state, in an enormous debt; and whereas, it has be- into the expediency of increasing the tax on

loss, which perhaps could not be fully estima- of the different works of Internal Improvemens, Battle. This election is for the ensuing term vantages to the inhabitants of the sections cost, and the profits and losses to the State Governor. The Hon. Richard M. Pearson

Mr. Washington, from the same committee.

half; and that it saves to the community in of justice in the County of Onslow," and re- twenty-five years, six feet high, spare made, in-

I am not so familiar with the changes in the ported the bill to confer on the Courts certain see, Jefferson county, and raised by one rates of transportation in the region of the powers over imprisoned Lunatics, and recom-

Mr. Rogers introduced a bill, providing that whenever a slave shall be found guilty of feltion of a Plank Road from the planked way, over the strongest claims upon his political the whole amount, the State may hereafter tages in the time and expense spared in travel- slave shall be so convicted and executed, shall to be raised by a tax levied on the black poll

The bill to lay off and establish a new Coun-

them, of a tax of certainly Eighty, and per. ty by the name of Watauga was then taken haps not less than One Hundred Thousand up, and after some discussion, was read a third time and passed. The bill to provide for the settlement of the

estates of deceased persons, in the hands of Executors and Administrators, was taken up, amended on motion of Mr. Smith, and read the second time and passed. Mr. Gilmer, from the committee to whom

the memorial of the Stockholders of the Wilmington and Raleigh Rail Road Company was

up, and discussed at some length; but was at ware, and Cutlery. length laid over, and made the order of the For the purpose of changing his business, he

the two Houses adjourn over from to-morrow HOUSE OF COMMONS.

raise means for the preservation of the property.

2nd. Whether it is the duty of the Executive, by all the means committed to his hands,

Mr Satterthwaite spoke in favor of the bill.

tion of a Hospital for the Insane; and that the

Mr. Dobbin here addressed the House in a

The amendment was adopted-Yeas 94.

Mr Stanly also offered an amendment, ad to invest \$50,000 of its funds by purchasing shall be pardoned for appending. To my mind the lines of our present Railroads, on whom ding an additional section to the bill, which The bill then passed its second reading-

Mr. Stanly then rose and made a few beau-

On motion of Mr. Biggs, the House adjourn-

SATURDAY, Dec. 23. SENATE.

Mr Patterson, from the committee on Internal Improvements, reported a bill to authorize the Board of Internal Improvements to dispose

of the Clubfoot and Harlow's Creek Canal; which was read the first time. Lies over. Mr Washington from the Judiciary committee, reported a substitute for the bill here-WHEREAS, There is a great number of pro- tofore referred to that committee in relation to

Mr Patterson introduced a Resolution in-

the Senate should be full.

The two Houses then voted for a Supreme

was elected, without opposition. A number of unimportant bills were read 2d time and passed.

The Senate then adjourned HOUSE OF COMMONS.

On Saturday the House of Commons met, from \$1 25 to \$1 50; it is now 50 cts., and the formation before the close of the present ses. a visit to their homes, no business of impor-The two Houses voted to-day for a Supreme

mous vote, there being no regular opposition. The two Houses adjourned to meet again on Tuesday, at ten o'clock.

STATE OF NORTH-CAROLINA.

NEW-HANOVER COUNTY. WILMINGTON, N. C., Nov. 23d, 1848. TAKEN up and committed to the Jail of the reported " a bill for the better administration aforesaid County, a Mulatto man, aged about telligent look, long curly hair; he says his name Mr. Woodfin, from the same committee, re- is Bonaparte Evans, was born in East Tennes-RICHARD GIBSON, near Jefferson Courthouse, in Jefferson county; he says his mother was an Indian Squaw, named Jane, his father a Mulatto Negro. The owner of said ne-000. It is not so easy to estimate their advan- ony and executed, the County in which such gro is requested to come forward, prove property, and take him away, or else he will be dealt with as the law directs. OWEN FENNELL.

Sheriff of New-Hanover County. Nov 27, 1848-[12-tf

BUTTER DEPOT.

I am constantly receiving, on consignment, from New York, fresh Goshen and Orange County Butter, which will be sold to dealers as low as can be purchased in New York. Retailers and house-keepers are requested to call and examine some choice lots. WM. A. GWYER. Oct 13]

CREW LISTS. A large supply of CREW LISTS on hand, and or sale low, at the Journal Office.

NOTICE.

THE subscriber respectfully informs his friends and the public, that he has taken the Store forreferred, reported a bill for the relief and as- merly occupied by Holmes and Hawes, where he sistance of said Company; which was read offers for sale the one half of the divided stock of Holmes and Hawes, at greatly reduced prices. The bill to provide for a Turnpike Road from Among which may be found a good assortment Salisbury to the Georgia line, was then taken of domestic and fancy Dry Goods, Groceries Hard-

vill sell his entire stock of Fancy Goods, at New On motion of Mr. Smith, a message was York cost, for cash. Among which may be found a Silks, silk, mareno, and cashmere Shawls, fancy until Tuesday morning ten o'clock. The Sen- silk handkerchiefs and cravats, and a large stock of thread Laces, muslin and cambrick Edgings, and Insertings, Bonnets and Bonnet Ribbons, kid and silk Gloves, bordered and embroidered linin cam-Mr. Dobbin presented a bill to incorporate brick Handkerchiefs, French and Scotch embroidered Lace, and muslin Capes and Colors, of the latest and most fashionable style; white and black silk Hose, Cashmeres, Bombazines, Alpaccas, and simeres; and a great variety of other articles, too. JOHN R. HAWES.

Dec. 1, 1848-12 Commercial Copy.

FRESH RAISINS. 50 Packages Raisins, assorted; 5 boxes preserved Ginger; 5 do. Citron; 2 barrels Currants; Almonds, Filberts, Brazil Nuts, English Walnuts, hell Barks and Shelled Almonds, for sale by HOWARD & PEDEN. [Dec. 1]

DAGUERREOTYPES.

MR. W. H. FREAR would respectfully inform the citizens of Wilmington and vicinity, that having acquired the LATE IMPROVEMENTS in this

For proof of which he solicits an examination of his specimens. DAGUERRIAN ROOM at Dr. children can be had at moderate charges. Portraits, Miniatures, &c., copied accurately. Sick and deceased persons taken at any time or weath-

N. B .- Instructions given in the art, and all the RECENT IMPROVEMENTS thoroughly taught. Wilmington, Dec. 1, 1848 11-tf

SPERM CANDLES. WM A GWYER. For sale by BACK COUNTRY LIQUOR.

10 Bbls Apple Brandy ; 10 bbls old Whiskey, [Dec. 1] For sale by W L SMITH.